

NEW YORK HERALD

PUBLISHED BY THE SUN-HERALD CORPORATION, 280 BROADWAY, TELEPHONE, WORTH 10,000.

Directors and officers: Frank A. Munsey, President; Edwin W. Wardman, Vice-President; J. P. Morgan, Treasurer; H. H. Thompson, Secretary.

MAIL SUBSCRIPTION RATES: By Mail, Postpaid, One Year, \$10.00; Six Months, \$6.00; Three Months, \$3.50. Daily, \$1.00; Sunday, \$0.50. Foreign, \$1.50. Single Copies, \$0.10.

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conference with its new, straight clean diplomacy, this Washington conference, now the hope of the world can fail to deal with these black and bloody outlaws of war, the submarine, poison gas and the bombing airplane?

God forbid that England, France, Japan, Italy, America and the other nations let money deaden their souls to their responsibility to humanity in respect of these accursed outlaws of war.

Harding and the Congress.

If any other Congress has completed a session of work so destitute of credit to itself as this Congress which on Wednesday adjourned its special session, to meet in regular session in December; if any other Congress has more flagrantly deceived and more bitterly disappointed the American public; if any other Congress has gone home with a promise as to its future usefulness more bleak, it has not been within the memory of the present generation.

It is possible to count a few good things which have come out of its session; but such as they are they were not the conception and they were not the ideal of the legislators who enacted them perfunctorily.

This is true of the budget system, which in its practical phases emanated from the President and the beneficial working of which has been due to the purposes, energies and abilities of his volunteer budget director and his heads of departments. It is true of the problem of handling the soldier relief agencies and caring for the wounded and disabled victims of the war. It is true of the peace treaties, of the cleaning up of the railroad wreck and of the actualities of Government efficiency and economy.

But for the President's interference, moreover, this Congress would have fastened on the country a burden measured in the billions by jamming through the bonus bill. In spite of the President's protestation, the Congress did jam through the vicious tax measure which now becomes law to the disgrace of the legislative body which contrived it and to the damage of the country which must suffer the consequences of it.

Bound by its party platform and by its election pledges to create and put into force a rational, scientific and honest tax system, this Congress has no more economic sense than to tinker up CLAUDE KITCHIN'S war makeshift, seldom for the better, frequently for the worse.

This Congress had no more general sense and honesty than to betray the public which had trusted in its pledges. It had no more political sense than to drive back into their old party the Democrats who had come to the Republican standard by the hundreds of thousands in the expectation of getting sound legislation and competent public work.

This Congress had no more moral sense and honesty than to betray Republicans in prodigious numbers who now, as well as Democrats, are done with members of a legislative body whose chief idea of statesmanship and public duty has been to bid openly and shamelessly for the votes of the ignorant and the turbulent in the selfish and faithless but stupid and vain purpose of keeping themselves in office.

Stupid and vain because they have outraged and repelled the American conscience and integrity which are the backbone of the country. In the time left to it—less than a year remains between now and the next Congress election—it is scarcely possible for this Congress to enact enough clean, decent legislation, healthful to the country and the country's interests, to redeem it in the eyes of the American people, if it should be minded so to do.

But with the record it has made so far, what justification is there for hope that in the next session it will have eyes for anything beyond its own selfish interests? And failing to right itself, the people will relate it to the ash heap where it belongs.

Marking Princeton Battlefield.

The battle of Princeton was fought 144 years ago. It was not one of the great battles of the Revolution considered from the point of men engaged or of fatalities, for there were only sixty British and thirty Americans killed. It was, however, one of the most important of the war so far as strategic advantages and moral effect were concerned. Unlike many of the engagements in which Washington had personal command, the Princeton battlefield has been all these years without a commemorative monument of any sort. Recently granite markers were placed at important points on the field and today these will be dedicated in joint exercises conducted by the town of Princeton, the university and various historical and patriotic societies.

The alumni of the university and many prominent residents of Princeton and other towns in New Jersey have for several years been considering a scheme for a Princeton battle monument. Thus far these plans have not matured. The placing of the markers was largely due to the interest manifested in the old battlefield by Major W. I. LINCOLN ADAMS of Montclair, Director-General of the Sons of the American Revolution. In a visit to the coast in this last summer Major ADAMS called the attention of the President-General of the Society, Judge WALLACE McCAMANT of Portland, Oregon, to the need of some

memorializing marks of this historic American field and plans were then made of which the exercises today are the result.

The speakers' stand will be on the spot where the Continental troops with GEORGE WASHINGTON at their head gained their decisive victory. Another spot marked will be where the British soldiers under Lieutenant Colonel Mawhood and General Mawhood clashed, and the smoke from the discharge of the two lines went up "in one beautiful cloud." Others will mark the spot where the brave MACKER, "refusing to surrender, struck out with his sword only to be bayoneted on all sides and left for dead"; the spot where Colonel HARTLEY fell and that where Colonel HITCHCOCK, who was thanked by WASHINGTON in person for his brave conduct, died from wounds and the hardships of the campaign. Old Nassau Hall itself suffered in the battle, and one of Princeton's traditions is that a ball from a battery commanded by Alexander HAMILTON crashed through a window and took off the head of a portrait of GEORGE II.

The effect of the campaign of which the battle at Princeton was the culmination was to compel CONGRESS to leave New Jersey in undisputed possession of the Americans and to inspire the previously discouraged patriots to renewed efforts against their foe. It caused the English Ministry and European statesmen, says a historian of the period, "to recognize the character of the American Revolution and the certain coming of a new nation." The markers to be dedicated today are perhaps a step toward a more complete commemoration of this supremely important battle.

It did not take the railway managers a month of Sundays to see why grain and other freight rates had to be cut if the roads wanted to haul agricultural products from farm to market. More than three billions of bushels of corn, for instance, could be worth little to the farmers who had raised it if on the one hand it were not shipped and sold. But on the other hand there was nothing to move the farmers to ship it and sell it when the proceeds were too largely absorbed by others.

Let concrete examples tell the story of the corn farmer and the granger railroad. Several days ago corn was selling in Chicago, the great grain market, at about 45 cents a bushel. A farmer wanting to ship his crop from Wichita, Kansas, was faced with a freight rate from there to Chicago of 41 cents a hundredweight, which is very close to 24 cents a bushel. A nominal elevator handling charge of 2 cents a bushel raised the bill to 26 cents a bushel. This left the corn farmer about 19 cents on his bushel of corn delivered in Chicago.

For the railroad to collect 24 cents a bushel as a result of the shipment and the farmer to collect only 19 cents, out of which he must pay all the costs of raising his crop and getting it to his shipping station, all his interest, tax and other fixed charges—well, the railroad could know as well as the farmer that on any such basis as that corn looked more like a local fuel proposition than a Chicago business deal.

But while the railroad was charging for that short haul 5 cents a bushel more than the corn farmer was receiving for his crop, the railroad really was collecting the 24 cents, as against the farmer's 19 cents, not for its own stockholders, not for its own bondholders, not for its own maintenance or other uses, but very largely for its labor.

Classified railway expenditures for 1920 show that out of every dollar taken in by the railroads within a shade of 60 cents went directly to railroad labor in contradiction to what went indirectly to labor employed on equipment and supplies bought by the roads. To material and supplies, the chief cost of which was labor, went more than 17 cents out of every dollar received by the roads; to coal, the cost of which to the roads was handled it is nearly all labor, went 11 cents out of every dollar received, and to taxes 4½ cents.

In recent months, since the slight wage reduction, there have been some changes in those ratios, though nothing much to speak of. But on the basis of the 1920 tables of operating costs what the railroad really did when it took 24 cents a bushel for hauling the farmer's corn to market was merely to collect it from the farmer for others on the following basis of division: About 14½ cents out of the farmer's bushel of corn for direct railroad labor; about 6½ cents out of the farmer's bushel of corn for the labor (principally in fuel, material and supplies; and about a cent out of the farmer's bushel of corn for the tax gatherer.

Thus the farmer's bushel of corn, selling for 45 cents in Chicago, went from first to last as follows: Two cents to the elevator, 1 cent to taxes, 2 cents to the railroad to cover all its operating expenses except labor, material and supplies and to cover its interest and its return on capital investment; 19 cents to the farmer to cover all his work, all his investment, all his expenses from the day the corn was planted to the day he delivered it at the shipping station, and 21 cents to railroad labor, direct and indirect.

So, when hauling three billions of bushels of corn might mean a matter of hundreds of millions of dollars of operating revenues the railroads know why the rates must be adjusted.

I see the naked trees extend Their limbs toward the sky Like supplicating arms upraised To ancient gods on high I hear them in the bitter blast Forlornly moan and cry.

For in the night the northern came, A robber fierce and bold, And stripped them of their gorgeous cloaks Of brilliant red and gold, And left them all impoverished To shiver in the cold.

And so in every chilly gust They utter sounds of woe, Bowing their gray uncovered heads And rocking to and fro, Petitioning the gathering clouds To wrap them in the snow.

MINNA LEVINE.

just to keep the traffic alive. It is why the railroads want to turn further reductions of labor costs into further reductions of freight rates, so as to keep the traffic moving.

But the Federal Railroad Shop-crafts, numbering some 400,000 railroad employees, do not merely resist wage reductions; they demand wage increases. What are you going to do about people like that when the American farmers already are working not for themselves but chiefly for the railway labor unions?

Sad Thought for New Year's Eve.

Owners of motor cars have something new to remember. The State Tax Commission, which has taken over from the office of the Secretary of State the job of licensing automobiles, announces that the old custom of honoring plates until February 1 has passed away.

The new automobile license plates must be on the car January 1—not later, not before. The rule seems painful, but there it is. When you start for your New Year's eve party on December 31 you must have the 1921 license plates on your car; when you return in the small hours of January 1 your car should be wearing the 1922 plates. Is the owner to slip away from the dancing at midnight, borrow a pair of pliers from his host and change plates? If he doesn't, if he starts home with the old plates on, he breaks the law. If he does as the law directs he is certain to get grease spots on his dress shirt.

Besides this, the automobilist has to remember that this year applications must be filed with the clerk of the county in which he lives unless he is a resident of New York, Albany or Erie county, where there will be automobile bureaus.

Justice for Travelling Men.

The income tax law of 1915 made no specific provision for the deduction of travelling men's expenses from their gross income. True, it provided for the deduction of "all ordinary and necessary expenses" paid or incurred in carrying on any trade or business; but the Treasury Department made a narrow interpretation of the travelling man's case. It held that he could deduct his railroad fares but not the cost of his meals and lodging. This was based on the ridiculous theory that, as a man had to eat and sleep somewhere, these costs were personal, just as they would have been if he were eating and sleeping at home.

The injustice of the 1915 law in this respect was recognized by the present Congress in the tax bill which President HARDING signed on Wednesday. Section 214, dealing with deductions allowed individuals, has been altered so as to include relief for the travelling man. The new phrases are indicated by italics in the following extract:

"That in computing net income there shall be allowed as deductions:—

"All the ordinary and necessary expenses paid or incurred during the taxable year in carrying on any trade or business, including a reasonable allowance for salaries or other compensation for personal services actually rendered; travelling expenses (including the entire amount expended for meals and lodging) while away from home in the pursuit of a trade or business," &c.

So the commercial traveller is at last safe from such a weird ruling as the Treasury Department made in the case of his hotel bills. He can deduct not only his railroad fares but all he spends on the road for his food and rooms.

Thousands of New York commuters will see a rainbow of hope in these italics. Isn't the commuter "away from home in the pursuit of a trade or business"? Then is he or she not entitled to deduct the cost of the commutation tickets and the luncheons? When commuters in previous years have tried to deduct these expenses from their gross income they have been set upon by the Treasury Department, whose "Income Tax Primer" decreed that moneys paid for commutation tickets and luncheons were "personal expenses."

But now that the jolly drummer is protected from the greedy Treasury Department, doesn't the commuter seem to share his seat in the car of happiness?

Members of unlawful combinations in the building trades who have been sentenced to jail as a result of Senator LOCKWOOD'S activities will regret that his defeat at the polls did not come in 1920 instead of 1921.

M. VIVIANI thinks the Conference for the Limitation of Armament may conclude its labors by December 19. If it does, and its efforts are crowned with success, we shall have such a Christmas as the world has never known.

The Beggars.

I see the naked trees extend Their limbs toward the sky Like supplicating arms upraised To ancient gods on high I hear them in the bitter blast Forlornly moan and cry.

For in the night the northern came, A robber fierce and bold, And stripped them of their gorgeous cloaks Of brilliant red and gold, And left them all impoverished To shiver in the cold.

And so in every chilly gust They utter sounds of woe, Bowing their gray uncovered heads And rocking to and fro, Petitioning the gathering clouds To wrap them in the snow.

MINNA LEVINE.

Helping French Children.

Dr. Holt Tells of the Benefits of Open Air Schools.

TO THE NEW YORK HERALD: I was much gratified to read your editorial article on open air schools and particularly the reference to the fact that such schools are about to be established in France.

As you are doubtless aware, an organization has been formed in this country for the development of this idea for the children of France in the devastated regions.

By tradition and custom the French are rather averse to fresh air, although one of the results of the war has been that they are gradually becoming educated to appreciate its value.

The Franco-American Union for Open Air Schools is working in active cooperation with the French Ministry and a programme has already been established to carry on this idea of public open air schools.

A combination of fresh air, good food and rest, it is believed, will do much to restore the delicate, nervous, anemic children of the devastated districts to something like a normal condition mentally and physically.

The open air school has long since passed the experimental stage in this country. Such schools established in France will not only improve the health of the few but will serve as a demonstration to that entire country of the value of an idea which has proved of such great advantage to the children of the United States.

L. EMMETT HOLT, M. D.
New York, November 24.

In Memory of Caruso.

Verdi Home for Musicians to Benefit by Sunday's Concert.

TO THE NEW YORK HERALD: Friends and admirers of Enrico Caruso certainly could find no more appropriate manner of paying a fitting tribute to this great and lamented artist than by attending the memorial concert to be given next Sunday afternoon, November 27. Apart from the brilliant array of artists who will take part in the programme—all his devoted friends—the cause to which the proceeds will be donated should add interest to the occasion.

The Verdi Home for Aged Musicians in Milan, to which all the proceeds of the concert will be devoted, was founded by the maestro, who himself laid the cornerstone and saw the edifice on its way to completion before he died. At present it gives shelter to about eighty ex-artists of both sexes, all of whom are worthy, some of whom in their day were distinguished. Were it not for the shelter afforded by the Verdi institution they would be homeless and helpless.

The deprecation in values in Italy has been a severe blow to the home, as the returns from the endowment have been reduced to a quarter of their original purchasing power.

Surely Caruso, who passed away at the zenith of his fame and the fullness of his artistic powers, could not wish for a more desirable disposition of the funds he bequeathed to a concert as the Verdi Home for Aged Musicians. During his life he never failed to open his purse when appeal was made to him on behalf of a needy or suffering fellow artist. By taking tickets for Sunday's memorial the purchaser will become a sharer in the Caruso spirit.

New York, November 24. W. J. G.

Prices in Germany.

The Fall in the Mark and the Protection of American Goods.

TO THE NEW YORK HERALD: Last week I met a leather dealer just back from Germany. After telling me of the purchases he had made—a pair of cordovan leather shoes for \$137, a cut-away suit of \$100 value here for \$17.25, a diamond scarf-pin with a stone better than one-quarter carat for \$7 and other trifles—he asked me a twenty mark bill issued in 1914.

When the bill was printed the mark was of normal value and the bill was worth \$4.76 in American currency. Today, with the mark depreciated to about one-third of a cent, this bill is worth in American currency but six cents, or a depreciation of \$4.70 in the seven years it has been in circulation.

No wonder America cannot without adequate protection compete against goods manufactured in Germany.

CHARLES DECKER.
New York, November 24.

A Postman, Wives and Church.

TO THE NEW YORK HERALD: Last Sunday on the elevated, a letter carrier opposite me asked if I could spare him the religious notices in my paper and I cheerfully gave him the whole paper. Tearing out the desired page, this good man beamed at me and thanked heaven that he had no wife and could therefore go to church on the morning of his death without further explanation he left the train.

There is more in this, I thought, than meets the eye. Why should a tired letter carrier be so keen on going to church; and why should he gratuitously assume that the hypothetical he would oppose such a way of spending the Sabbath? I am still convinced of it, on the matter.

RICHARD P. READ.
New York, November 24.